

OFFICE OF RISK MANAGEMENT  
INSURANCE REQUIREMENTS FORM

DT: 1/13/00

6-0186

TO: John D. Current, Project Manager, Capital Planning  
and Development, MS 3A Airport

FM: Keith T. Mitchell, Deputy Risk Manager MS 1B 296-1727

RE: INSURANCE REQUIREMENTS FOR: E93066E Engineering Services  
King County International Airport Runway 13L-31R Overlay

Based on the work scope description received regarding the above described project, the following levels of insurance are required for adequate coverage.

GENERAL LIABILITY: \$500,000 ☐; \$1,000,000 ☒ Other \$  
Aggregate \$ 2,000,000

SPECIAL COVERAGES

Broad Form Liability Endorsement	Yes <input type="checkbox"/>
Products and Completed Operations	Yes <input type="checkbox"/>
Contractual Liability, (applying to this contract)	Yes <input type="checkbox"/>
Broad Form Property Damage Endorsement	Yes <input type="checkbox"/>
Explosion, Collapse, Underground Damage (XCU) Endorsement	Yes <input type="checkbox"/>
Stop-Gap; Employers Liability	Yes <input checked="" type="checkbox"/>
Personal Injury / Advertisers Liability	Yes <input type="checkbox"/>

RECEIVED

JAN 28 2000

KING COUNTY  
INTERNATIONAL AIRPORT

@ same limits  
as in General  
Liability

PROFESSIONAL LIABILITY: \$500,000 ☐; \$1,000,000 ☒ Other \$  
ERRORS and OMISSIONS

AUTO LIABILITY: \$500,000 ☐; \$1,000,000 ☒ Other \$

WORKERS COMPENSATION: STATUTORY  
US Longshore & Harbor Workers Coverage Yes ☒  
Other Yes ☐  
Yes ☐

BUILDERS ALL RISK INSURANCE:  
100% of contract value: \$  
Installation Floater: (100%) \$ Yes ☐

POLLUTION LIABILITY: \$1,000,000 ☐; Other \$

OTHER:

OTHER:

SIGNATURE: [Signature]

DATE: 1-13-00

Risk Management

KC DCFM

## SCOPE OF WORK RUNWAY 13L - 13R REHABILITATION RFQ

King County International Airport (KCIA) requires the services of a qualified engineering and consulting firm for the preparation of plans, specifications, bid documents and cost estimates; and providing project supervision, coordination, and construction management for a runway rehabilitation project scheduled for 2000.

KCIA is a general aviation reliever airport located in the south part of Seattle. It has two parallel runways. Runway 13R - 31L is a 10,000-foot runway serving a diverse mix of general aviation aircraft including those of class \_\_\_\_ that are used by cargo carriers, the Boeing Company, certain charters, and the military.

Runway 13L - 31R, the project site, is a 3,710-foot runway serving class \_\_\_\_ aircraft, under 12,500 pounds. The users of this runway include one small passenger carrier, for which regulations require pavement grooving, REILs, and lighted Distance-To-Go signs.

In addition, there is an exit taxiway needed to assist traffic leaving the large runway, 13R-31L, and crossing the project runway, 13L - 31R at approximately the small runway midpoint and requiring pavement at the intersection to be load rated for the large aircraft.

Design, cost estimating, and construction project management are needed to accomplish the following. Conceptual diagrams for this project are included as Attachment \_\_\_\_.

1. Runway 13L-31R rehabilitation, including asphalt overlay and grooving
2. Installation of REILs for Runway 13L-31R
3. Installation of lighted Distance-To-Go signs for Runway 13L-31R
4. Installation of a new exit taxiway from Runway 13L-31R, crossing Runway 13L-31R, and joining the apron at the east side of the airport.

These projects will be funded in part by an Airport Improvement Program (AIP) grant from the Federal Aviation Administration (FAA), and will require compliance with all Federal, State and local requirements appropriate for this type of project. Grant requirements provide for the construction to begin during the spring of 2000.

### SUBMITTALS AND SELECTION PROCESS

Firms that wish to be considered for this project shall submit the following in addition to the attached forms (*this assumes procurement forms are used with all the boilerplate normally contained in that*):

1. A one-page cover letter stating the firm's interest in this work, summarizing any salient points, and confirming the firm's availability.
2. Proposed project schedule.
3. Proposed project budget.
4. Proposed project organization chart and the names and qualifications of persons in your firm, and subconsultants, who would be assigned to key positions in the execution of this work.